

DETERMINATION OF THE RECOMMENDED ALTERNATIVE

What Caused the Study Team to Consider Modifications to the DEIS Build Alternative?

- Comments on the DEIS: A narrower cross-section was desired to reduce impacts on neighboring properties and reduce displacements.
- Adoption of the transit report by the SEMCOG General Assembly *Improving Transit in Southeast Michigan: A Framework for Action*, October 2001: While transit was considered for the I-94 corridor, it did not make it through the analysis and into the recommended system.

What Was the Study Team Looking to Modify?

- The reserved space in the median could be eliminated as there was no adopted regional plan for transit indicating that the I-94 corridor was recommended to be a part of a transit system for southeast Michigan.
- The 2025 traffic analyses indicated that in most locations, the three-lane service drives could be reduced to two-lane service drives and still have adequate capacity, without causing unacceptable levels of congestion.

How Was the DEIS Build Alternative Modified?

- Based on the public comments and the results of the regional transit study *Improving Transit in Southeast Michigan: A Framework for Action*, October 2001, the DEIS Build Alternative was modified slightly three different ways. The modifications were to the service drives or the reserved space in the I-94 median. The modifications included:
 1. **DEIS Build Alternative Modification 1:** Reduce the service drives to two 11-foot through lanes (a 10-foot reduction in width on each side) and eliminate the reserved space in the median reducing the median width to approximately 6-10 feet.
 2. **DEIS Build Alternative Modification 2:** Reduce the service drives to two 11-foot through lanes (a 10-foot reduction in width on each side) and retain the 30-foot reserved space in the median.
 3. **DEIS Build Alternative Modification 3:** Retain the three-lane service drives on each side of the mainline and eliminate the reserved space in the median reducing the median width to approximately 6-10 feet.

The 2025 traffic analysis found that only a 2-lane service drive is required, with one exception. A 3-lane service drive is required eastbound on the south side of I-94 between the M-10 and I-75 freeways.

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How Were the Three DEIS Build Alternative Modifications Evaluated?

- The three modifications to the DEIS Build Alternative were evaluated against the following alternatives in order to determine the Recommended Alternative for the corridor:
 - No-Build Alternative (do nothing except as-needed maintenance)
 - Enhanced No-Build Alternative (rebuild the freeway as it exists today with minor roadway improvements)
 - Build Alternative (as listed in the DEIS)

Based on the Evaluation, Which Was Selected as the Recommended Alternative?

- Based on the comparisons of the three alternatives and three modifications to the DEIS Build Alternative, the DEIS Build Alternative Modification 1 (with refinements) is the Recommended Alternative.
- Modification 1 satisfies the Purpose and Need for the project, most effectively addresses public, stakeholder, and agency comments and concerns, and is less costly to construct than the other build modifications.
- This selection was based on many factors that were grouped into the following categories: engineering, community access and circulation, environment, and social and economic.